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Hongkong Daily Press.

ESTABLISHED 1857.

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HONGKONG, THURSDAY, MARCH 12th, 1903

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號式十月叁年叁零百九仟壹英港

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FOR THE BATH, TOILET, NURSERY AND HOUSEHOLD.

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A. S. WATSON & CO. LIMITED,
THE HONGKONG DISPENSARY.
[a1545]

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"SPECIAL BLEND" WHISKY

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7.30 a.m. to 8.00 a.m. ... Every 10 minutes.
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8.30 a.m. to 9.00 a.m. ... Every 10 minutes.
9.00 a.m. to 9.30 a.m. ... Every 15 minutes.
9.30 a.m. to 10.00 a.m. ... Every 10 minutes.
10.00 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 11.30 a.m. ... Every 15 minutes.
11.30 a.m. to 12.00 p.m. ... Every 10 minutes.
12.00 p.m. to 12.30 p.m. ... Every 15 minutes.
12.30 p.m. to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 1.30 p.m. ... Every 15 minutes.
1.30 p.m. to 2.00 p.m. ... Every 10 minutes.
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.
2.30 p.m. to 3.00 p.m. ... Every 10 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.
3.30 p.m. to 4.00 p.m. ... Every 10 minutes.
4.00 p.m. to 4.30 p.m. ... Every 15 minutes.
4.30 p.m. to 5.00 p.m. ... Every 10 minutes.
5.00 p.m. to 5.30 p.m. ... Every 15 minutes.
5.30 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 6.30 p.m. ... Every 15 minutes.
6.30 p.m. to 7.00 p.m. ... Every 10 minutes.
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8.30 a.m. to 9.00 a.m. ... Every 10 minutes.
9.00 a.m. to 9.30 a.m. ... Every 15 minutes.
9.30 a.m. to 10.00 a.m. ... Every 10 minutes.
10.00 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
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2.00 p.m. to 2.30 p.m. ... Every 15 minutes.
2.30 p.m. to 3.00 p.m. ... Every 10 minutes.
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4.00 p.m. to 4.30 p.m. ... Every 15 minutes.
4.30 p.m. to 5.00 p.m. ... Every 10 minutes.
5.00 p.m. to 5.30 p.m. ... Every 15 minutes.
5.30 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 6.30 p.m. ... Every 15 minutes.
6.30 p.m. to 7.00 p.m. ... Every 10 minutes.
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Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Company's Office, 35 & 40, Queen's Road Central.
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General Managers.
Hongkong, 1st October, 1902. [a2615]

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Hongkong, 4th April, 1901. [a2584]

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Hongkong, 22nd October, 1902. [a250]

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PORTLAND CEMENT.
In Casks of 375 lbs. net \$6 per cask ex Factory.
In Bags of 250 lbs. net \$5.75 per bag ex Factory.
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Ho g'conr, 3rd December, 1902. [a3281]

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A EUROPEAN JUNIOR ASSISTANT in an Office in Hongkong. Apply by letter only, stating qualifications.
K. B.
Care of Daily Press Office.
Hongkong, 9th March, 1903. [a2775]

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DR. M. H. CHAUN,
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Hongkong, 10th March, 1902. [a2786]

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PIGSKIN SADDLES FROM 6 TO 12 LBS.
RACING SADDLES 3½ LBS. POLO SADDLES 7 LB.
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BRIDLES. GIRTHS. SPURS. BITS.
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THE AQUARIUS COMPANY USE PURE TREBLE-DISTILLED WATER ONLY IN THE MANUFACTURE OF ALL THEIR TABLE WATERS.

CALDBECK, MACGREGOR & CO.,

SOLE AGENTS, HONGKONG AND CHINA.
Hongkong, 11th March, 1903. [a25]

THE CHOICEST AND BEST VARIETIES OF CONFECTIONERY

FROM
PARIS, LONDON, BOSTON, NEW YORK.
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WITH ALL REQUISITES.

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SOLE AGENTS.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undesignated:—

SUPERB OLD COGNAC,

\$25 PER DOZ.

Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

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\$22 PER DOZ.

11 Years old the finest quality shipped.

Each bottle bears an Analyst's certificate.

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Very soft, palatable, and mature.

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A fine, full, and fruity wine.

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A natural and most pleasant wine to the taste.

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BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY!
AS CHEAP AS GAS!

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GENTLEMEN'S COMPLETE OUTFITTER,
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SANDOW'S OWN COMBINED DEVELOPERS.

SANDOW'S GRIP DUMBBELLS. [a52]

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THAT MONEY CAN BUY:

WATKINS' BALSAMIC COUGH LINCTUS.

EMULSION OF COD-LIVER OIL.

" CALLICURA.

" ODONTALINE.

" HAIR VITA.

" SYRUP OF HYPOPHOSPHITE.

&C., &C., &C.

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THE CHINA LIGHT & POWER CO., LD.

ELECTRIC LIGHT PLANTS NOW IN OPERATION IN CANTON AND KOWLOON.

INCANDESCENT LAMPS, ARC LAMPS AND NERNST LAMPS SUPPLIED.

ESTIMATES MADE FOR ALL KINDS OF ELECTRICAL WORK AND SUPPLIES.

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and CRICKET TEAMS, &C.

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Hongkong, 25th February, 1903. [a644]

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(HOTEL-SANITARIUM OF SOUTH CHINA)

MACAO

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as to food, cleanliness, and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous of a few days rest and quiet.

Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.

Macao is 40 miles south-west of Hongkong. One steamer (s.s. Heungshan), daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres.

Cable Address: "BOA VISTA."

For Terms, apply to

THE MANAGER.

[a254]

HOTEL INTERNACIONAL.

THE MOST COMFORTABLE HOTEL

in Macao. Beautifully situated in Praya Grande next to Government House.

Telegraphic Address: "Internacional."

Apply to— THE MANAGER.

Hongkong, 4th October, 1902. [a151]

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WHAT SHALL I DO WITH IT?

WHAT can one do with an annual surplus of, say, £25? It won't buy a house: a stockbroker would not look at it. Now £25 invested in the STANDARD LIFE OFFICE may represent £1,000, more or less, payable to the assured at sixty years of age should he live so long, or upon his death, should he not, and £1,000 is a lot of money when looked at from the standpoint of a poultry £25!

For Full Particulars and Rates, apply to Messrs. DODWELL & CO., LD., Agents, Hongkong.

[a1797-1]

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HONGKONG HOTEL

A First Class Hotel in every respect. Elegantly Furnished Reading, Drawing, Music, and Smoking Rooms. Private Bar and Billiard Rooms for Hotel residents. Dining Accommodation for 300 persons. Private Dining Rooms. Special Dining Room for large parties. Ladies' Afternoon Tea Rooms with European Matron in attendance. Ladies' Cloak Room. Ping-Pong Room. Hydraulic Elevators to every floor. Electric Lighting. Hot and Cold Water throughout. Wines and Groceries specially imported by the Hotel. Wines cooled by Hotel refrigerating machinery. Hotel Linen washed on the premises by machinery. Bedroom Accommodation—131 rooms. Fire Extinguishing Mains and Emergency Exits on every floor.

CHABOIS MODEBATE.

H. HAYNES,

Manager.

[a48]

THE

PEAK HOTEL.

Admirably Situated. Sheltered from the North-East Monsoon and Open to the South-West Monsoon.

A COVERED GANGWAY LEADS

FROM THE TRAMWAY TERMINUS

INTO THE HOTEL.

Telephone No. 29.

Town Office: 7, DUNDRELL STREET. [a980]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL. Ladies' Afternoon Tea-Rooms. Private Bar and Billiard-Rooms. Rooms specially reserved for Captains of the Mercantile Marine.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Passenger Elevator to each floor.

Table D'Hôte at separate tables.

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(ESTABLISHED A.D. 1841.)

WINE & SPIRIT MERCHANTS

SCOTCH WHISKY.

WATSON'S

CELEBRATED BLEND

VERY OLD LIQUEUR

SCOTCH WHISKY.

A blend of the finest WHISKIES distilled in SCOTLAND of great age, very fine and mellow.

Pronounced by Connoisseurs to be the BEST BLEND in the FAR EAST.

Per Dozen ... \$16.50

The following are also recommended, and are unsurpassed in quality:—

A.—THORNE'S BLEND ... Per Doz. \$12.00

B.—GLENORCHY, MELLOW BLEND, a fine 'SODA' WHISKY of great age ... 12.00

C.—ABERLOUR-GLENLIVET ... 13.50

D.—H.K.D. BLEND of the Finest Old Malt Scotch Whiskies ... 16.00

A. S. WATSON & CO.

LIMITED,

THE HONGKONG DISPENSARY.

[31]

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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Telegraphic Address: PRESS. Codes: A.B.C. 5th Ed. Editor's P.O. Box, 33. Telephone No. 12

MARRIAGE.

On the 7th March, at Shanghai, before U.S. Vice-Consul A. H. White, MARIAN AUGUSTA, youngest daughter of Mrs. H. Jones and of the late H. Jones, to CHARLES S. FOWLER, of New Haven, Conn., U.S.A.

DEATH.

On the 6th March, at the General Hospital Shanghai, GEORGE HENRY JONES.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD, C.

LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 12th March, 1903.

The conflict between British Columbia and the Dominion Government with respect to the restriction of Asiatic immigration was still unsettled when the latest American mails were despatched. So far as the agitation against Chinese immigration is concerned, the Dominion Government has at last given a promise to the Columbian Legislature which is acceptable to them if it is not completely satisfying. And there is much jubilation over the result not only in Columbia, but on the Pacific coastline of the United States, where it is complained that British Columbia has been used by the Chinese heretofore as a convenient gateway through the wall of exclusion the States have raised against them. The past policy of British Columbia towards Asiatic immigration has been one of discouragement rather than absolute exclusion, because (so it is now explained) the latter policy runs counter to that of the Imperial Government, which has controlled the conduct of the Dominion Government at Ottawa. We are unaware of any pronouncement in this sense by the Imperial Government so far as Chinese are concerned, but with respect to the Japanese the Imperial Government has on more than one occasion objected to prohibitive legislation by the Colonies against the immigration of Japanese. In its legislative enactments British Columbia has drawn no distinction between the two Asiatic races, and the Premier of Canada has had occasion recently to again inform the

provincial Government that as long as they insist on connecting Japanese with Chinese in immigration legislation, just so long would the Federal authorities, for Imperial reasons, insist on disallowing those Bills. At the same time Sir WILFRED LAURIER has suggested to the Premier of British Columbia that no Federal objection would be taken to a provincial enactment restricting the immigration of Chinese, providing that Japanese immigration was not prohibited by the same Act. This marks a considerable concession to the opponents of Asiatic immigration in the province. Originally the poll-tax levied on Asiatic immigrants into British Columbia was \$50. Twelve or eighteen months ago it was raised to \$100 in deference to the demands of white labour in the province. There was a strong desire prevalent to raise it still higher, making it a prohibitive poll-tax which would operate as effectively as the exclusion laws in the United States. The Dominion Government refused consent, but the anti-Chinese agitation being so intense a Royal Commission was appointed to enquire into and report upon the causes. This Commission has reported that the influx of Chinese into the province operates against its progress and is degrading in its influence on the labour interest, and as a result of this report it appears that the Dominion Government is prepared to confirm a still higher tax than is now imposed. "The next move," the papers tell us, "will doubtless be to establish a tax that will exclude all Chinese, including those who are subjects of the Crown in the British Colony of Hongkong." When that comes about, if it ever does, the Imperial Government will doubtless take up a similar attitude to what it is taking up now with regard to the immigration of Japanese.

Only one case of plague was notified in the Colony during the twenty-four hours ended at noon yesterday. The dead body of a Chinese was found opposite No. 131, Queen's Road East.

Yesterday morning a dust-cart took possession coming down the hill in Ice House Street, and ran over one of the Sanitary Board coolies in charge of it, necessitating his removal to the Government Civil Hospital.

Dr. Hall Wright, a very popular medico on one of the C. P. R. liners, has given up the sea to practice in Hongkong. He was presented with a very handsome silver bowl by his former captain and fellow officers of the *Empress of Japan*, before the vessel left yesterday.

The police reported yesterday that a Japanese member of the crew of the steamer *Diamante* has succumbed in the Government Civil Hospital to injuries caused by an accidental blow from some heavy tackle which was being swung aboard the steamer from a lighter.

On Tuesday evening a native shopkeeper in Broomfield Street fell into the harbour off the Wing Lok Street wharf, and was rescued in an unconscious state by a Chinese excise officer, Indian P.C. 581, and a Chinese boatman. He was removed for treatment to the Government Civil Hospital.

With reference to the reported wounding of a foreigner at Macao by a Portuguese soldier, the following particulars of the affair have reached us. It appears that an American tidewater and a Portuguese soldier, both under the influence of liquor, quarrelled and fought. The soldier is said to have been bitten, being a piece of his lip, and the American was thrown into the water, but was rescued. Both combatants have been charged and will be dealt with at the Magistracy.

A correspondent writing to the *N.C. Daily News* with reference to the recommendation by Dr. Hogg of kerosene oil for the extermination of mosquitoes says:—"Last summer I went on board a kerosene ship; I noticed all the crew had marks of mosquito-bites on them. Soon the mosquitoes will be back, and I would like some scientific man to visit the vessels at the kerosene oil godowns, and see the men who work at kerosene cargo, and actually breathe and stink of kerosene, how they suffer from mosquitoes. Mosquitoes thrive on oil."

With reference to the power of certain plants to drive away mosquitoes, a correspondent in *Nature* gives some interesting particulars. Between his house near Canton and the river stretched a line of papaw-trees, and he noticed that it enjoyed a singular immunity from mosquitoes, which was not shared by the houses near. He stated that though he had them frequently under observation, he never saw one of those trees with a mosquito upon it, and he is inclined to attribute the fact to the proteolytic action of the juice they secrete.

At the Shanghai Mixed Court a police inspector drew the attention of the Assessor to a case in which two men were concerned with theft, one of whom was sentenced to 100 blows and the other to 200 blows and two months' canyue. But somehow they had changed names and the man sentenced to 100 blows took the 200 blows and two months' canyue, while the other got off with only 100 blows. The Inspector desired the Assessor to draw the attention of the Magistrate to this fact, but could not say whether it was done purposely or not. The Assessor remarked, after examining the man in canyue, that there seemed to have been a conspiracy between the two men; the man before the Court would receive 200 blows more for giving a false name and the police would have to endeavour to find the other man.

The recorded foreign death-rate in Shanghai last year was 18.1 per 1,000. The rate for England and Wales in 1901 was 16.9.

The *Universal Gazette* states that the Peking Grand Council lately wired to Viceroy Chang that their Majesties eagerly await him to come to Peking for audience.

Preparations are being made in New York for the erection of a twenty-story hotel, to contain 1,100 rooms and to cost approximately \$3,500,000. The lot on which it is to stand, on Fifth Avenue, between Twenty-sixth and Twenty-seventh Streets, cost \$2,320,000.

Another Hawaiian public official has gone wrong, and the scandal of it is food for the gossips. When the island territory has grown older in the complacency of American ways, says a San Francisco journal, such trifles will not furnish entertainment even for an idle hour.

The new dry-dock at Hunter's Point, San Francisco, which is 750 feet long, has inaugurated its career by docking the United States battleship *Ohio*, which has been under construction at the Union Iron Works for about three years. The *Ohio* is only 338 feet in length.

The steamer *Brutus* of the Compagnia Maritima, Manila, has been docked by S. C. Farham, Boyd and Co., Ltd., to undergo extensive repairs and renewals. The *N.C. Daily News* is informed that this is the third steamer the Compagnia Maritima have sent to Shanghai, and others are expected shortly.

Dr. Stanley, the Medical Officer of Health at Shanghai, in his annual report estimates that there are 5,000 consumptives in Shanghai and urges the necessity for interdicting expectoration in the streets. The majority of these consumptives, the doctor says, individually expectorate daily millions of deadly tubercle bacilli.

At the Police Court, Shanghai, on Friday, Messrs. W. G. Bayne, Robert Carr, E. B. Skottowe, James Mann, G. C. F. Holland, and W. R. Parkin were charged with having failed to register in the year 1913 as British subjects and not having excused such failure, in accordance with section 114 of the China and Japan Order in Council, 1865. The summonses against Messrs. Bayne, Holland, Skottowe, and Carr were withdrawn. Mr. Mann was fined \$2 and costs, and Mr. Parkin \$5 and costs.

A Parliamentary paper issued on the 23rd ult. shows that all the units of the first three Army Corps will be available on the 31st March, except four cavalry regiments in South Africa, three heavy batteries still unorganised, and nine battalions temporarily in South Africa and other Colonies. The fifth and sixth Army Corps are still unformed, but the whole of units of the fourth, fifth and sixth Army Corps will be available on the 31st March, except seventeen regular batteries in South Africa and fifteen auxiliary batteries which are unformed. The paper does not indicate the strength of the units.

The United States Senate sub-committee on military affairs has decided to leave out of the Army appropriation bill the amendment offered by Senator Perkins authorising the Secretary of War to charter the transports and to contract for five years with the commercial lines to carry the Government business between San Francisco and the Philippines. The action taken by the Senate committee, says an American contemporary, indicates that it is in perfect accord with the attitude assumed by Representative Hall, who took the high and sensible ground that the service would suffer by its surrender to the commercial lines. This means that the Army transport business must continue to be conducted by the Government whether agreeable or not to Secretary Root.

It was the Mikado that Mr. W. S. Gilbert credited with a wish to make the punishment fit the crime or the criminal, but it is only in China, remarks the *London Daily Chronicle*, that the principle is acted upon. A brickmaker in Hunan was just lately fined 20,000 bricks, with the alternative of being beaten and "handed over to a mandarin." He chose the bricks. The idea, our contemporary adds, is a good one, and might find some useful employment in England. If there were a court, for instance, that could compel Lord Lansdowne to devote the next five years or so to writing an essay on "German Diplomacy in its Relation to British and American Interests," how much more comfortable we should all feel. In the same way, "Colonel" Lynch might have been most profitably set to work on compiling "A History of Treason: Showing its Diabolical Nefariousness."

An American commercial paper states that including Alaska, the non-contiguous territories of the United States are expected to furnish during the year a market for about \$40,000,000 worth of American products, consisting in largest part of manufactured goods of the United States. As a source of supply for products valuable both as material for manufacturers and as important food products, the territories, especially those located in the tropics, are steadily growing in importance and the market available to them in the United States promises to promote, to a very considerable extent, their material prosperity. During ten months ending with October, 1902, shipments from the Hawaiian Islands to the United States amounted in value in round figures to \$2,000,000, those from Porto Rico to nearly \$9,000,000, compared with \$6,500,000 for the same period last year, and from the Philippines imports valued at upward of \$7,000,000 were received by the United States, making the value of the total imports of tropical products from these territories in ten months, nearly \$45,000,000.

A new Peking University is to be built from the designs of an European architect, to contain about 1,400 rooms and cost Tls. 500,000.

A telegram to the *Ostasiatische Lloyd* states that the construction of the Bagdad Railway will be commenced within three months on the route from Ereğli (Black Sea) to Konia. The financial arrangements have been signed by the Deutsche Bank of Berlin and some French parties.

On the authority of the Shanghai Municipal Report, we learn that the continued advance in rentals has been productive of increased activity on the part of foreign home-builders. "The demand for house accommodation is at the present moment fully supplied, more especially in the case of houses of ordinary size, and the rentals charged may now be considered to have reached their full value." Can as much be said of Hongkong?

ROYAL HONGKONG YACHT CLUB.

The Vice-Commodore's Cup, kindly presented by Commodore C. G. Robinson, R.N., will be sailed for on Saturday, 14th inst., starting at 2 p.m. Course—Kowloon Rock, Channel Rocks, Meyer's East Buoy, Cast Rocks Buoy, Channel Rocks—all to starboard.

The handicap will be published later. The 11th Club Race will be sailed over course 5.

FIRE IN DES VŒUX ROAD.

About two o'clock yesterday afternoon, Sergeants Kerr and Boset observed smoke issuing from a house at 326, Des Vœux Road West occupied as a store by Messrs. Wo Sing & Co., dealers in matting. They at once gave the alarm and before many minutes the Fire Brigade were on the scene under Mr. A. Mackie, Chief Inspector, and Mr. P. P. J. Woodhouse, Assistant Superintendent, and soon three hoses were playing upon the flames. So strenuously did the Brigade exert themselves that they managed to extinguish the conflagration before it had spread farther than the kitchen. This apartment was gutted and some large bundles of matting were destroyed. The damage is not serious and is said to be insured with Messrs. Siemens and Renter, Brookmann. P. C. Shepherd had a narrow escape from injury by falling debris.

ROYAL HONGKONG GOLF CLUB.

CAPTAIN'S CUP AND SILVER MEDAL FOR MARCH.

The following cards were returned:—
Mr. G. Stewart ... 85 - 4 = 81
Major Taylor ... 95 - 11 = 84
Capt. Phillips ... 95 - 10 = 85
Mr. C. W. May ... 93 - 6 = 87
Mr. A. E. Lawson ... 93 - 6 = 87
Mr. J. Johnston ... 92 - 6 = 86
Mr. A. Boyd ... 108 - 18 = 90
Mr. H. J. Gedgo ... 112 - 18 = 94

33 entries.

Mr. W. L. Martin ... 93 - 14 = 79
Mr. G. Stewart ... 85 - 4 = 81
Lieut. D. C. H. Dalrymple ... 94 - 13 = 81
Mr. C. G. Matthew ... 99 - 18 = 81
Capt. Henderson ... 94 - 11 = 83
Capt. Phillips ... 95 - 10 = 85
Mr. C. W. May ... 93 - 6 = 87
Mr. A. E. Lawson ... 93 - 6 = 87
Mr. J. Johnston ... 93 - 5 = 88

31 entries.

CRICKET.

R.A.M.C. C.C. v. H.M.S. "GOLIATH" C.C.

A match was played between the R.A.M.C. C.C. and the H.M.S. *Goliath* C.C. at Happy Valley on the 10th inst., which resulted in a win for the Medicals.

The scores are as follows:—
H.M.S. "GOLIATH."

Mr. E. Harbottle, c Harvey, b Cook ... 1
Lt. Young, c Skinner, b Williams ... 21
Mr. Coleridge, b Cook ... 5
P. O. Fackrell, b Williams ... 6
Mr. McKelvey, ran out ... 9
Mr. Eldridge, c Skinner, b Cook ... 5
Lt. Harvey, b Williams ... 10
Lt. French, not out ... 5
Capt. Worthington, c Skinner, b Williams ... 2
Pte. Austin, b Cook ... 8
Mr. Shepherd, b Williams ... 2
Extras ... 1

Total ... 64

R.A.M.C. C.C.
Lt. Harvey, c Young, b Coleridge ... 6
Staff-Sgt. Wilson, c McKelvey, b Coleridge ... 0
Pte. Woolley, c Austin, b Coleridge ... 14
Pte. Cook, c Harbottle, b Shepherd ... 41
Sergeant, b Coleridge ... 2
Lt. Craig, c Young, b Coleridge ... 1
S. M. Alworth, b Coleridge ... 7
Capt. Skinner, b Shepherd ... 5
Capt. Worthington, b Skinner, b Williams ... 2
Staff-Sergeant, not out ... 11
Pte. Williams, c Fackrell, b Coleridge ... 0
Extras ... 8

Total ... 97

THE MONROE DOCTRINE.

President Roosevelt in laying the foundation of the new army War College in Washington is reported as saying:—"The trend of events has forced the nation to become a World-Power with responsibilities in both the Occident and the Orient. The nation cannot bear them aright unless its voice is potent for peace and justice. We ask for peace not in the spirit of the weakling or craven but with the assured self-confidence of a man who is just and armed. The people understand that after war has begun it is too late to prepare for victory. It is undesirable that the Army be other than small relatively to the population, but it must represent the highest efficiency attainable in any army of the civilized world."

Certain sections of the Berlin Press, says a telegraphic despatch, are indisposed to accept the Monroe Doctrine. A semi-official article in the *Post* says Germany has absolutely no cause to support actively the doctrine, and expresses satisfaction that British Ministers have openly defended the co-operation with Germany against Venezuela.

TELEGRAM.

REUTER'S SERVICE.

THE SOMALILAND EXPEDITION.

LONDON, 9th March.

An official communication from Col. Swayne dated Boloile, 3rd inst., says that two Companies of Pioneers, 100 Somali Mounted Infantry, 50 Camel Corps and a Marconi Telegraph Section now occupy Damot. The force arrived on the 4th inst. A small body of the enemy which was posted there retreated and were pursued by our mounted troops who killed three of the enemy and captured all their water camels. Col. Gough commanded the force. The Somalis were given a large share in the operation with unsatisfactory results, and desertions were numerous.

[The capture of the enemy's water camels is a particularly fortunate stroke when read in the light of the following dispatch published in the Indian papers of the 24th ult.—"The inadequate provision of camels in Somaliland is greatly hampering the advance and has led to the abandonment of stores at Obbia."—Ed., D.P.]

CANTON.

[FROM A CORRESPONDENT.]

Canton, 10th March.

HEALTH OF THE CITY.

The usual epidemic of cholera and plague has now returned to Canton, and the familiar white mourning decorations are conspicuous in almost every street, particularly inside the city, where the native ingenuities of sanitation are carried to their highest pitch. Fortunately there is no fear of a recurrence of last year's water famine, for the rains have recently continued without cessation, and neighbouring fields are largely under water; as, however, the crops are quite young, it will tend rather to improve the rice than otherwise.

EXECUTION OF SOLDIERS.

The recent levies of troops have resulted in lowering their general standard, and many of the men are of necessity recruited from the dregs of the population. Consequently a severe discipline is necessary to prevent abuses, and numbers have been recently executed, first some for stealing from the villagers near the parade ground, and afterwards some for pawing their guns to obtain money for gambling.

BOOT AND SHOEMAKERS' STRIKE.

The strike of boot and shoe operatives, who have a sort of trade union here, has hampered the trade considerably, and the dispute has not yet been settled.

SWATOW.

[FROM OUR CORRESPONDENT.]

Swatow, 10th March.

NAVAL MOVEMENTS.
The U.S. gunboats *Villalobos* and *Eleanore*, accompanied by the American supply-ship *Pompey*, called in here on their way to Amoy and Shanghai. H.I.C.M.S. *Itis* is in port now, having arrived from Hongkong a week ago.

JAPANESE ENTERPRISE.

A party of Japanese, with an outfit of tools for artisan well-boring, arrived here from Foochow and have commenced boring operations in the English Presbyterian Mission compound. Should their undertaking be successful it would be an invaluable boon for Swatow and allay all anxieties during a drought, which occurs rather frequently here.

THE TROUBLE AT WEICHOW.

News of a very reassuring nature has reached here from Weichow, where indications point to a cessation of the recent outbreak of disturbance.

PROGRESS OF THE HONAN RAILWAY.

Judging from information that has reached Shanghai, the construction of the Peking Syndicate Railways in Honan is going on rapidly. In Tsaoan, says the *Shanghai Times*, a store and buildings for the Europeans engaged on the work have been erected upon English plans. Nearly all of the road bridges and drains in the first and second sections have already been finished. The track has been laid as far as Li Yuan Tou, a village about 5 miles east of Wei Hui Fu, through which place the Emperor passed in December, 1901, en route to Peking from Sianfu. Telegraph lines have been built along the entire road, 89 miles. The superintendent of telegraphs is C. K. Chow, who was formerly a secretary in the Imperial Chinese Railway Administration, and who has the added advantage of having taken honours in the department of electricity, Yale University. He has just finished installing the telegraph instruments. The construction of the road, it is confidently believed, will be finished within 18 months.

Since the beginning of the construction of the railways, the price of land in Tsaoan and Wei-hui-fu has risen enormously. One of the Chinese staff of Pearson's bought about 20 acres of land near the Tawang temple at Tsaoan last autumn at the rate of only sixteen thousand cash per mou, through the influence of a Ti-pao named Chang; the price has now run up to 120 taels per mou.

LATEST STEAMER MOVEMENTS.

The P.M. steamer *China*, with mails, &c. left Shanghai for this port yesterday at daylight. The N.Y.K. steamer *Hiroshima Maru* (Bombay Line) left Singapore for this port on the 10th inst. p.m., and may be expected here on the 16th inst.

The N.Y.K. steamer *Itami Maru* (Bombay Line) left Singapore for this port on the 10th inst. p.m., and may be expected here on the 16th inst.

THE FORGED BANKNOTES AT SHANGHAI.

The following is from Saturday's *Shanghai Mercury*:—"As anticipated would be the case, the discovery that some forged Hongkong and Shanghai Bank notes were in circulation, has caused some little flutter in native circles. The rush on the part of the Chinese to get their money converted into silver, which set in yesterday, continued to-day, though in a somewhat milder form. The excitement, such as it was, began early in the forenoon, when many Chinese began to appear at the Bank premises demanding payment of the notes they held. Needless to say all the genuine notes were immediately cashed, whilst the forged notes, of which, we understand, under \$40 worth have been presented, were stamped "forgery" and handed back. The imitation of the genuine note is a very clumsy one and nobody but the voracious ignoramus could be deceived by it. The police were on duty at the Bank during the day, but their services were not required.

Yesterday evening a Japanese, who described himself as having come from Hongkong, was arrested by a shopkeeper in North Szechuen Road and taken to Hongkew Police Station on the charge of having attempted to pass a spurious \$5 note. On being searched at the station he was discovered to be in possession of two false \$5 notes on the H. & S. Bank and three of the Imperial Bank counterfeits. A formal charge was laid against him at the Japanese Consular Court to-day, and he was remanded in custody of the Japanese authorities. It is confidently expected that the arrest of this man will lead to the discovery and breaking up of the gang of forgers who have been flooding the East with these spurious imitations of banknotes and causing so much trouble here and at other ports in China and Japan.

THE BROUGH COMPANY'S SEASON.

"THE SECOND MRS. TANQUERAY."

In the play which the Brough Company put on last evening at the Theatre Royal we have an expression of dramatic art that was viewed with mixed regard when originally set forth for the test of public discrimination; but in what ever light it may have been viewed at first and in spite of the hostile criticism levelled against the play, there is no questioning the fact that Mr. Brough struck a grand, true, powerful note in the accomplishment of this wonderful work. The *Second Mrs. Tanqueray* is as potent an attraction to-day as when it bore the pristine flush of novelty, nor is the story of Paula one to be likely soon to disappear from the stage. The hour is past for the discussion of the right and the wrong of the problem play. It has brought its own justification in that it has never lost but rather gained ground in the public favour. It may shock some super-sensitive minds, but it lays bare the human heart and passions as they are; it may teach morality only by negation, but it does not cant. Of such is *The Second Mrs. Tanqueray*. Its representation by the Brough Company last evening was worthy of the play and worthy of the Brough traditions. As Paula Tanqueray Mrs. Brough had a part to play which makes one's calls upon the exponent. Her treatment of the role was admirable. In the lighter passages no less than in the heavy her acting was splendid, and in the great scene of the play she rose to a height of dramatic fervour and power that carried the house away. Mr. Brough as Audrey Tanqueray made an appearance that was nothing if not excellent. All the other parts were capably done. The setting was of the customary good quality. Appended is the full cast:—

Sir George Ormrod, Bart. ... Mr. Orlando Daly
Captain Hugh Ardale ... Mr. Ernest Vere
Audrey Tanqueray ... Mr. Brough
Cayley Drumelle ... Mr. Leslie Victor
Frank Nisquith ... Mr. Percy Walsh
Gordon Jayne, M.D. ... Mr. McIntyre
Mrs. ... Mrs. M. McLean
Lady Ormrod ... Miss Temple
Mrs. Gordon ... Miss Sue Vaughan
Eileen ... Miss Brenda Gibson
Paula ... Mrs. Brough

"NIOBE."

No Brough season would be complete without a performance or two of Paulina's merry farce. Unfortunately the short time now left before his saying "good-bye" compels the actor-manager to limit *Niobe* to one night only, consequently it goes without saying that playgoers will master this evening at the City Hall in strong force. Mrs. Brough will once more show us what light comedy is, and that it is not necessary to be "loud" to obtain laughter. Her *Niobe* is thoroughly artistic, and it speaks volumes for Mrs. Brough's versatility when one remembers that during the last few nights she has appeared in such widely different characters as Paula Tanqueray, Muriel Manning, Beaumont, Mrs. Dano, &c., and to-night we shall see her as *Niobe*. Mr. Brough will once more revel in his many complications as Peter Anon Dunn, while the remaining characters will employ nearly all the principals of the Brough Company.

To-morrow night, *A Village Priest*, will be staged for one performance only, and on Saturday Mr. Brough will present, for the first time by his Company, *Pacing the Music*, a three-act farce from the pen of J. H. Darnley, whose good work in *The Soldier* will be pleasantly remembered. Only a few nights remain now to complete the season, as the Brough Company proceed to Shanghai next week in the German mail steamer *Sachsen*. In answer to many enquiries, we are requested to state that *The Importance of Being Earnest* will be staged on Tuesday next, for one night only.

"ALACRITY" CORK CLUB.

The first dinner got up by the *Alacrity* Cork Club was held last evening in Thomas's Hotel and proved a great success. Dr. Mackintosh, R.N., presided. The menu was as follows:—

SOUP.
Ox Tail.
FISH.
Boiled.
ENTREES.
Stewed Chicken and Cauliflower.
Lamb Chop Cutlets.
Baked Fillet of Beef and Green Peas.
Lobster Salad.
JOINTS.
Roast Beef. Baked Goose and Apple Sauce.
Cold York Ham. Cabbage and Capers.
VEGETABLES.
Boiled Potatoes. Cabbage. Green Peas.
Baked Potatoes.
FABRIK.
Blackcap Pudding. Almond Sand Cakes.
Vanilla Ice Cream. Finger Cakes.
Tea and Coffee. Cheese and Crackers.
DESSERT.

After dinner, the customary loyal and patriotic toasts were given from the chair and enthusiastically honoured. A smoking concert followed. For this splendid programme had been drawn up, and thanks to the energetic exertions of Mr. B. Brodzick, hon. secretary of the Club and a popular member of the *Alacrity* ship's company, the artists comprised some of the best talent available in the Colony. A musical act by the Brothers Francis and a juggling act by Mr. H. Certo were among the best efforts of the evening. The toast of "The *Alacrity* Cork Club" was proposed by the Chairman in felicitous terms, and Mr. E. Harwin, the President, was no less happy in his reply. Mr. Brodzick gave the toast of "The Visitors," to which Mr. G. Vercoe replied. A most enjoyable evening was brought to a close with "God Save the King." The following was the concert programme:—

Pianoforte Solo Mr. G. Hyde
Song "Never been there before" Mr. E. Harwin
Recitation "Sermon on the Mount"
Mr. G. Burnett
Banjo Duet Mr. S. G. Pursey
Juggling Act Mr. H. Certo
Song "Let 'em all go" Mr. G. Burgess
Song "Life Boat's Crew" Mr. J. Driscoll
Musical Act Mr. Don Francis
Song "The Old Farmhouse" Mr. G. Palmer
Song "The Flumber" Mr. G. Burgess
Song "Many of a Kind" Mr. G. Burnett
Song "All thro' the Goo Goo" Mr. G. Palmer
"God Save the King"

POLICE COURT.

Wednesday, 11th March.

BEFORE MR. F. A. HAZELAND (POLICE MAGISTRATE).

SERIOUS CHARGE.

Young Lai U, assistant shoof in the office of the Registrar-General, was charged with obtaining a bribe of \$15 from one Ho Tak, with a view to influence his conduct as a public servant.

The defendant pleaded not guilty and was remanded till to-day, bail being fixed at \$1,000.

THEFT FROM A CHILD.

Li Po, of no occupation, denied that he stole a gold-mounted rattan bangle from a child ten months old.

The mother of the baby went into the witness-box and described the theft. She said she was carrying the child on her back and that the defendant came up behind and snatched the bangle from his wrist. She turned round on hearing the child cry, and saw the prisoner running away. A lanky caught him.

His Worship passed sentence of two months' hard labour and further ordered the accused to receive two whippings of twenty strokes each.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

HOUSEBREAKING.

The sight of one excited coolie hauling by the queue down D'Agular Street another coolie in an even greater state of fury aroused much wonderment amongst passers-by the other morning. The reason transpired in the Police Court. The first coolie had been out drinking tea, he said, and on returning to his domicile in Wellington Street found that the second coolie and another man had made a forcible entrance and were collecting into a handy bundle for carrying away all the odds and ends they could lay their hands on. The owner of the articles was equal to the occasion. He seized the housebreakers and ran them down into the street, where one struggled and got away. The other he manhandled along in the manner indicated till a policeman was encountered, when the prisoner was given in charge.

He was sentenced to two months' hard labour.

FRANCO-SIAMESE TREATY.**RATIFICATION DELAYED.**

A Havas telegram dated 27th ult. appearing in the *Bangkok Times* says:—

The Chamber of Deputies asked M. Delcassé to postpone the discussion on the Franco-Siamese Treaty. In reply, M. Delcassé stated that he is in absolute accord with the Chamber, and is of opinion that it is impossible to ratify the Treaty before making regulations regarding the economic relations between Siam and Indo-China. M. Delcassé further added that the Siamese Government has not given to the French Government the slightest proof of their goodwill during the past four or five months, which Siam manifested at the time of the signature of the treaty.

It is thought in diplomatic circles that the Siamese Government will make many objections to new negotiations. M. Delcassé said, during an interview, that Siam would be likely to refuse all modification of the Treaty clauses.

It is said that M. Delcassé will appoint M. Beau, Governor-General of Indo-China, to carry on new negotiations.

Members of the Chambers, clubs and political circles are of opinion that most of the Treaty articles will be greatly modified.

SUPREME COURT.

Wednesday, 11th March.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR A. G. WISE (PUNISH JUDGE).

SEQUEL TO A COLLISION.

Lo Kam Loy sued the Dock Company for \$259.25 in respect of damages done to his cargo-boat No. 791 in a collision with the *Fame* on 12th December in the Harbour. Mr. E. J. Grist, solicitor, appeared for the plaintiff and Mr. H. W. Looker, solicitor, for the defendant.

Mr. Grist, in opening the case, stated that there was no dispute as to the collision having occurred. Plaintiff's boat was being towed from the Canton steamer wharf to the *Empress*, and was lashed alongside a steam-launch on the starboard side of the launch. The *Fame* was going from east to west, and in attempting to pass under the stern of the cargo-boat she struck her in the stern and caused damage to the extent claimed.

Captain H. Ratcliffe of Messrs. Punchard, Lowther & Co.'s dredger *St. Enoch* stated that they were passing by the scene of the collision. The *Fame* was proceeding from east to west. The cargo-boat was going straight across. He heard two blasts from the steam-launch, which meant that they were going to starboard their helm.

Cross-examined—The boats were about 100 yards apart when the whistle was blown. He did not hear any answering blast from the *Fame*. The launch went to port. He did not know whether the *Fame* changed her course. The launch was of course encumbered by her tow. He did not know which boat was going the faster.

The owner of the cargo-boat stated that his boat was being towed from the Canton steamer wharf to the *Empress*, lashed alongside a steam-launch. As the *Fame* approached the launch blew two blasts on her whistle. The *Fame* struck his boat and damaged her. The *Fame* was going the faster.

Mr. Looker, before calling witnesses for the defence stated that the defendant's case was that the boats were crossing boats and the launch should have kept out of the way. Instead of going to port she reversed her engines and went astern.

Captain McIsaac deposed that he was at that time captain of the *Fame*. He was coming from the east. As the *Fame* neared the launch the latter gave two blasts which indicated that she was starboarding her helm and going to port. He did likewise. Then the launch went astern. The vessels were crossing vessels. The launch had the *Fame* on her starboard side. He was going slow before the collision on account of the crowded state of the Harbour. The cargo-boat was hardly damaged. The *Fame* just grazed her gunwale. It was the piled-up cargo that got the bulk of the blow.

Cross-examined—When he first saw the cargo-boat with launch they had each other on the starboard side. He had the cargo-boat a little on the starboard bow. Being on the starboard bow, it was his duty to keep out of the way.

And yet you took no precautions?—I did so; I went slow.

But you said that was in consequence of the Harbour being full of shipping; not because of this cargo-boat.—It was one of the causes. The time between the launch giving two blasts on her whistle and the collision would probably be a minute. It was quite possible for the launch to go astern in that time notwithstanding her tow—the *Fame* could go astern in six seconds. If the launch had blown three blasts he would have known that she was going astern.

Re-examined—The launch with her tow was one of the boats that helped to make the Harbour congested and caused him to go slow.

The Chinese helmsman deposed that after the launch blew her whistle the helm of the *Fame* was put hard a-starboard. The launch went astern.

His Lordship in delivering judgment said he would have liked a little more evidence before giving a decision, but of course he had to go upon what he had. He did not think there was any question of contributory negligence in the case, for it seemed to him that the sole question was: Did the tug go astern or not? If it went astern it was clear that it was to blame. If it did not go astern then the *Fame* was to blame. There was evidence by two people that the tug did go astern, and it was absolutely uncontradicted by the other side. He gave judgment for the defendants with costs.

A DENTIST'S ACCOUNT.

W. Macleod, dentist, sued J. G. Smith for the sum of \$185.12 in respect of the supply to the defendant of one full set of artificial teeth on repurposed with gold attachment and of the repair of a plate. Mr. Peget Holt, solicitor, appeared for the plaintiff and Mr. E. J. Grist, solicitor, for the defendant.

Plaintiff stated that there was no agreement with Mr. Smith as to what the price was to be. Defendant deposed that he arranged with the plaintiff that the price was to be \$75. Afterwards he further arranged for the repair of a plate for \$25, making \$100 in all. He had actually paid \$105. There had been several financial dealings between Mr. Macleod and himself.

His Lordship said he had never heard of such dentistry work being done here for \$100. A Chinaman would not put in a set of teeth for that money. He had heard of \$700 and \$800 being paid over and over again, and as there was no evidence before him to show that there had been an over-charge here he would give judgment for \$150 with costs. That was not too much for the work done.

The Court adjourned.

THE "KELANTAN" RAISED.

The staff of the Bangkok Dock Company have succeeded in safely docking the wrecked *Kelantan*, which has now reverted to the name she bore prior to her going under the German flag, namely *Medusa*. Many difficulties, says the *Observer*, have had to be overcome since the work of raising her was undertaken, and those concerned are to be warmly congratulated now that she rests firm and secure on the docks.

It will be remembered that she was sunk on colliding, on the afternoon of 12th November last, with the ss. *Phra Chom Klao*. The latter steamer was leaving Bangkok with cargo when she met the *Kelantan* at the Bar coming in in ballast, and, being unable to get out of each other's way, the *Phra Chom Klao* dashed into the port side of the *Kelantan*, her bows penetrating some eight feet into the latter's engine-room. The *Kelantan*'s fires were flooded out and she sank, leaving only the half forward of the bridge afloat. The *Phra Chom Klao* went into dock at once and had her damaged bows repaired, but the *Kelantan* was sold to a syndicate as she lay. On 4th December, Messrs. Kerr and Aitchison with a staff of assistants all working under the direction of Mr. Dunlop, manager of Bangkok Dock Company, commenced operations with a view to raising the sanken vessel.

The first difficulty accomplished was that she was lying in some nine feet of mud and had a similar depth of clayey silt inside. Had it not been for the powerful "Don Accord" 24-inch centrifugal pump, discharging at the rate of 10,000 gallons per minute, which the Company was able to put on board, it is doubtful whether the *Kelantan* would ever have floated. This pump was driven by a 9 and 15-inch engine, originally intended for a launch but commandeered for the salvage work, and a 9-inch "Robey" engine also pressed into the service. Steam was supplied by two return tubular boilers and, with the necessary fly-wheel and belting, the whole plant answered very satisfactorily. In case of any breakdown, two auxiliary 8-inch pumps were fitted up and held in readiness. It was found that owing to the rise and fall of the tide, the work could be carried on only at night time, and this inconvenience considerably retarded progress. The vessel being so deep y embedded in mud made it an extremely difficult task for the divers to get at the rent in the ship's side—she had been cut right below the bilge keel—but everything possible was done to the ship from the outside after which the gap was sealed from the inside by the application of collision-matting and tons of cement. This enabled the huge pump to master the leakage and the vessel was duly floated. She was then removed to shallower water at the Paknam forts. When the divers were able to work underneath her, additional mats were placed over the hole and braced tightly up with ropes. When the vessel was ready to be brought up to dock, Messrs. Fairweather and Macdonald went to Paknam and lent a hand. The size of the rent may be guessed when it is stated that the 24-inch pump had to be kept running all the time. As she now lies in dock, rusty and encrusted with barnacles, she is an object of interest to the many who visit her.

The *Medusa* was built in 1886 by Messrs. W. H. Potter and Sons, Liverpool. She is an iron screw steamer of 967 tons gross. Her length is 237.4 feet, beam 34 ft. and depth 15.4 ft. She originally belonged to Messrs. A. Holt and Co., but changed hands when that firm's blue-funnel fleet was purchased by the North German Lloyd.

THE CRISIS IN KWANGSI.

The local mandarin, the *N.-C. Daily News* reports, have received news from the south of the capture by rebels of the prefectural city of Linchou, not far from Kueilin; the provincial capital of Kwangsi, in consequence of which the situation of the last-named city is now very serious, there being not quite 5,000 men holding the place. The loyalty of these troops, even, is suspected, and it is thought that the moment the rebel forces appear in strength before the provincial capital the garrison will hand it immediately over to the rebels, who intend to make Kueilin the capital of the Chinese dynasty. What the leaders of the rebellion really want, however, is, in some respect, as to have the means of easy communication with their friends outside. Once Kueilin is captured and they have a regular base to work from in extending the rebellion to other provinces we may expect them to make a decided effort in capturing some important city on the sea coast. Whilst people in the provinces receive authentic news of the numerous successes of the rebels whose operations have extended even into Hunan provinces and whose partisans are constantly increasing in Yunnan, Kueilin, Szechuan, and Kwangtung provinces, the powers that be in Peking are being fed with telegrams from Kwangsi officials reporting "glorious victories" over the rebels. So far as the Central Government in the capital is concerned on this account that they refuse to believe contrary accounts from high officials in the vicinity of Kwangsi provinces who are independent of those in the latter province. It is stated that one high official in Kueilin writing to the Grand

Council concerning the large quantities of magazine rifles and ammunition in the hands of the Kwangsi rebels declared his suspicions that some foreign Government was secretly assisting the movement; to this the Council replied that as China was in the closest friendship (sic) with all the Powers it was absurd to entertain such suspicions. The high official in question then denounced Governor Wang Chih-chun as unequal to deal with the situation and recommended either Chang Chih-tung or Wei Kuang-tao as Commander-in-chief over all the forces operating against the rebels, at the same time suggesting that the troops of the Yun-Kwei provinces be ordered to combine with the Two Kwang forces. The Grand Council pool-pooled this also and replied that Governor Wang Chih-chun was quite capable of deal with the situation with the troops he now has under him in Kwangsi. As proof of this Governor Wang's telegrams announcing successive victories over the rebels were copied and transmitted to the high official above noted.

A SPEECH BY MR. CHAMBERLAIN**AN APPEAL TO CAPE COLONY.**

A telegram to the Indian papers gives a large portion of the text of an interesting speech delivered by Mr. Chamberlain at Kimberley, as follows:—

I have spoken of the past; I must say a word as to the future. I have only just entered the Cape; when I leave it shall I be able to give as good an opinion of the old Colony as I have done of the new? Shall I be able to say the mischief-maker has ceased from troubling (Cries of "No") were heard and several persons shouting "Sprigg")? Shall I be able to tell our countrymen at home that in the Cape in the Transvaal all the best and most intelligent persons are patriotically prepared to accept the situation; that the idea of a Dutch Republic is recognised, now at any rate, as the useless fabric of a vision; that all men of whatever race are willing in the future to work together for the common good of all? We are anxious to grant self-government to the Colonies as quickly as possible. What is the argument against such a grant which meets me at every turn? It is said that self-government will render peace, reconciliation and friendship sure, and will render future disturbances out of the question. Here in the Cape where for long years the freest privilege has been conceded to every white inhabitant, where the concession of self-government has been made, it is said that self-government has not gained you friend, but is said to have been abused to your injury. I try to take a dispassionate view, and to make every allowance for the sympathy which must exist between the people on one side of the border and their relatives on the other. Therefore, if when we broke out there had been a proportion of our Dutch fellow-subjects in this Colony who sympathised with their Boer friends, we should have made no complaint. If they felt the war to be unjust we should have differed but not complained of their passive sympathy or of their passive dislike to the policy we were pursuing. Only hitherto they have enjoyed that liberty of opinion which we are always ready to concede. But we cannot extenuate the extent to which that sympathy proceeded when it took the form of active rebellion against the Government in which it had a share and even a predominant voice, and when it required the generosity of the Power which guaranteed its liberties by engaging in active hostilities against us. I am here as an advocate throughout South Africa of a policy of reconciliation, but this policy must begin in the Cape. Unless it does begin there, I think that in the great movement which I foresee in the trend of public opinion throughout the rest of South Africa towards union and federation, the premier Colony which ought to take the lead will be left out in the cold (Cries of "Sprigg"). To prevent such a disastrous consummation I ask all of you to co-operate; I beg of you who are engaged in commercial life to give a thought occasionally to the rest of South Africa and the Empire at large and not to live for yourselves alone. There is certain danger in the absorption in personal interests against which Mr. Rhodes's life was a continuous protest. You must bear in mind that we are above parochial and provincial patriotism, for patriotism in itself is worthy of a wider and nobler conception of Imperial life. These times are critical and creative times. On what is done now the future of South Africa depends. Everyone may contribute according to his means and opportunity to secure the greatness of the union. A new nation is now springing up and growing under our eyes to be a great free nation under the British flag. Do not forget the Motherland that bore you, and in your time of stress and difficulty come to your aid. She may yet need your support; you must be prepared at all costs to give it. What an Empire it is for which we are responsible! It is the greatest in extent that the world has ever known before, with a population of nearly four hundred million inhabitants which includes hundreds of different races, which embraces every climate, and which produces every necessary and luxury of life. What a heritage, and you co-heirs with us in its privileges and glories! Are you going to be content to be sleeping partners? You must claim your share in all that the Empire represents; you must claim as an honour and a privilege your share in its burdens and obligations; you must join with us to do everything to maintain the union and confirm the strength, power and influence which I believe in the future you will find to be the greatest forces in civilisation and in the peace of the world.

The close of speech was followed by a tremendous scene of enthusiastic cheering.

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Hongkong, 11th March, 1903.

[39]

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Manager.
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Hongkong, 25th November, 1901.

DEMY OCTAVO, pp. 248; Price, \$2.50.
WARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. FETTERSTONHAUGH.
Published at HONGKONG DAILY PRESS Office, and to be had from all Booksellers.
Hongkong, 12th December, 1902.

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Canton, 1st October, 1901.

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will be held at the HONGKONG CLUB on SATURDAY, 14th MARCH, at 8 o'clock P.M.
Any Devonians wishing to attend are requested to communicate with the undersigned.
MOWBRAY S. NORTHCOTE,
Hon. Secretary.
Hongkong, 21st February, 1903.

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Hongkong, 3rd July, 1902.
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A B C Code, 4th Edition
A 1 Code.
Lieber's Standard Code.

TELEPHONE, 232.
Hongkong, 16th February, 1903.

H. WEISMANN, Proprietor of the

European Bakery, begs to notify his Hongkong Customers and the public in general that he will OPEN on 1st MARCH, or as soon after as possible, a DEPOT in connection with his Bakery, at No. 15, WELLINGTON STREET (next door to Ramsey & Co. bicycle shop, D'Agular St.), to enable his customers to more easily obtain their Bread and Cakes, &c.
This Depot will be fitted up as a Refreshment Room, and Tea, Coffee, Chocolate, Mineral Water, Ice Creams, Cakes, &c., will be always ready.
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H. WEISMANN.
Hongkong, 14th February, 1903.

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Hongkong, 15th December, 1902.

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H. RUTTONJEE,

D'Aguilar Street, Hongkong.
 Hongkong, 28th February, 1903. [651]

**PROPOSALS FOR THE SALE OF
 SUBSISTENCE STORES.** Head-
 quarters Division of the Philippines, Office
 Chief Commissary, Manila, P.I. December 26,
 1901. Sealed proposals in duplicate, will be
 received at the Depot-Commissary, Manila,
 Philippine Islands, until 10 o'clock A.M., March
 10, 1903, and then publicly opened on that day,
 for the sale, to the highest responsible bidder,
 of surplus subsistence stores. Any supplies
 purchased may be exported from these Islands
 free of duty subject to the usual Customs
 Regulations for presentation of landing certifi-
 cate. Terms, CASH, U.S. Currency. The
 United States reserves the right to reject any
 or all bids. Proposals for each item will be
 considered separately. Stores may be seen
 upon application at the Office of the Depot
 Commissary, Manila. Envelopes containing
 proposals should be addressed "Depot Com-
 missary, Manila, P.I." and endorsed "Proposals
 for purchase of Subsistence Stores to be opened
 on March 20, 1903." List of stores for sale,
 blank copies of proposals and instructions to
 bidders, may be had upon application to the
 Depot Commissary, Manila, The United
 States Consul at Singapore, and the United
 States Consul at Hongkong. HENRY G.
 SHARPE, Colonel, A.C.G., U.S. Army, Chief
 Commissary. [186]

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 Nos. 6 and 10, ROBINSON ROAD.
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 and CAINE ROAD.

AHMED RUMJAHN,
 62, Queen's Road.
 Hongkong, 20th February, 1903. [585]

TO BE PUBLISHED SHORTLY.

A NEW STREET INDEX,
 BY
ARTHUR CHAPMAN,
 Government Assessor.

Intending subscribers are requested to send,
 as early as possible, Orders for as many copies
 as they may require, to
THE GOVERNMENT ASSESSOR,
 The Treasury,
 Hongkong, 19th February, 1903. [575]

NOTICES OF FIRMS

NOTICE.

MR. EDWARD SHELLIM has been
 appointed a **MANAGER** of our Firm
 in Hongkong, on the 1st March, 1903.
DAVID SASSOON & CO., LD.
 Hongkong, 9th March, 1903. [773]

**HONGKONG STEAM WATER-BOT
 COMPANY, LIMITED.**

DURING my temporary absence from the
 Colony, **MR. C. T. KEW** will act as
MANAGER of the above Company.
J. W. KEW,
 Manager.
 Hongkong, 19th March, 1903. [806]

NOTICE.

Re H. FAZULALLY & CO.
 Nos. 6 & 8, Peel Street.

I, MEHOMMEDALLY FAZULALLY,
 having retired from the Partnership of
 the above Firm, beg to notify the public that
 I am about to open a new Millinery and
 Drapery Shop, and will conduct business under
 the name and style of **FAZULALLY & CO.**
 Address will be notified in due course.
 Hongkong, 5th March, 1903. [747]

NOTICE.

IT is hereby notified that the present
 Manager, **MR. N. M. J. MAHOMED,** of the
 Firm of **MR. SOONDERJI ARJUN,** has
 retired owing to his term of service being
 nearly finished, the charge has been taken up
 by **MR. UMIAHANKER LUXMIDAS** who
 will hereafter act as Manager.
SOONDERJI ARJUN.
 By his Attorney
UMIAHANKER LUXMIDAS.
 Hongkong, 6th March, 1903. [760]

NOTICE.

NOTICE IS HEREBY GIVEN that as
 from the 3rd March, 1903, **MR. FAN**
PAT SUN alias **FAN SAU SAU** has
 ceased to be a Partner in the
SHUN HING FIRM of No. 71, Jerrold
 Street, and that the Sole Partner in said Firm
 now is the undersigned, who will carry on the
 business as heretofore.
FAN WA SAN.
 Hongkong, 6th March, 1903. [745]

HONGKONG ST. ANDREW'S SOCIETY.

IT is requested that all **OUTSTANDING**
BILLS against the Society may be
 forwarded to the undersigned not later than
MONDAY, 16th MARCH.

DAVID WOOD,

Hon. Secretary.
 Hongkong, 6th March, 1903. [744]

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MERCHANT NAVY
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Hongkong, 28th November, 1902. [1125]

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CHAMPAGNE GROWERS AND
SHIPPERS.
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LAUTS, WEGENER & CO.,
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 Hongkong, 17th May, 1903. [71]

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J. W. KEW,

Manager.
 1st Floor, 37, Cross Street, Hongkong.
 Hongkong, 13th June, 1902. [336]

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 and Stone against White Ants, Decay, Fungus,
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LUTGENS, EINSTAMM & CO.
 Sole Agents for China.
 Hongkong, 1st July, 1902. [34]

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A draught of this stimulating refresher brings
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 that makes life worth living.

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 A celebrated beverage filled in Patent Codd-
 bottles as to avoid structural contamination
 of any kind, which the codd-neck bottles
 could not prevent, being decorated in their
 interior surface with a network of dirt,
 &c., through "scamping" of common
 workmen, especially Chinese.

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CALVERT'S
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A pleasant Antiseptic Soap (containing soap
 pure Carbolic Acid). Should be used regularly
 to improve the skin and complexion and prevent
 infection.
F. C. CALVERT & Co., Manchester, Eng.
 2594-2

MISCELLANEOUS.

In Norfolk (England) it is customary to speak
 of attending a funeral as "following" the
 remains. A young medical man from London,
 says the *Westminster*, who had taken a practice
 in Norfolk, was sadly nonplussed the other
 morning on receiving a letter from a disconsolate
 widow announcing the death of her husband,
 and adding as a postscript: "We all hope you
 will follow him."

Out of fifty candidates who recently qualified
 for Sandhurst thirty were unable to pass the
 colour test—a lucky accident, remarks a London
 paper, for those who were low down on the list
 and had no expectation of getting in this term,
 but a curious reflection on the eyesight of our
 boys. Whether it is due to too much electric
 light or too little sunshine—the great maker of
 colour in nature—or to neither of these causes
 nobody seems to know; but it would be interest-
 ing to discover whether colour blindness might
 not be responsible for some evidences of "L'Art
 Nouveau," both in hats and pictures.

Lord Monckwell told an interesting anecdote
 to an audience of stage employees in London
 recently. Mr. Gladstone, when Mr. Beerbohm
 Tree was introduced to him, hardly knew upon
 what topic to converse with him, but at length
 asked Mr. Tree's opinion as to the politics of the
 stage, whether it is as a rule Liberal or
 Conservative. "Well, sir," said Mr. Tree
 wickledly, "I really have not studied the
 question, but I should think the actors are
 mostly Conservatives." "Dear me," replied
 Mr. Gladstone, "I wonder whether there is
 any exception to that rule?" "I should say,"
 replied Mr. Tree, "the scene-shifters are
 Radicals to a man."

Grosvenor Street is now invaded by the club
 feminine. The Ladies' Empire Club has
 secured the lease of 69, Grosvenor Street, and
 moves shortly into this Mayfair palace. This
 club was started only last May as a convenient
 meeting-place for English and Colonial ladies.
 The Imperial idea is to be sustained, but it is
 at the same time to be made a very smart club—
 something like the Travellers'. Lady Tweed-
 mouth and Mr. Freeman Thomas are on the
 committee, and Lord Brassey and Lord
 Strathcona directors.

The "society columns" of the Kansas news-
 papers always make sprightly reading, and the
Atchison Globe in particular never fails one.
 Here is its description of Hannah Stageman,
 who has just won a prize offered in Atchison
 for the most popular "girl clerk." The *Globe*
 says of her:—"Miss Stageman and her sister,
 Elsie, keep house for their father, their mother
 being dead. They do the washing, ironing,
 baking and cleaning, cook two meals a day, and
 put up their own luncheons and their father's
 every day. They do all their own sewing, and
 are at the store every morning at eight o'clock.
 Both clerk at Lake's. On washing days they
 get up at four a.m. and have their washing on
 the line when they go to the store. The iron-
 ing they do the following evening." That's the
 sort of women they raise in Kansas, by gosh.

Bristol, though the circumstance may not be
 obviously referred to in the guide-books, is a
 city of palaces—gin, variety, and episcopal.
Hinc illae lacrimae—which, being interpreted
 means, there are ructions at the Post Office.
 "The Palace, Bristol," becomes (says the *Pall*
Mail Gazette) as bewildering a direction on a
 telegram as the mystical "Walker, London." Ho-
 gsheds of spirituous refreshment get
 "advised" to the Bishop, and enquiries about
 star engagements distract the busy mind of Mr.
 Baug. The Bishop has insisted that all
 missives for "The Palace" shall be forwarded
 to himself, and the Post Office should be glad
 of the episcopal offer to establish a "primary
 sorting" department at his own trouble and
 charges. But his lordship does not realise
 perhaps, all that he is undertaking. There is
 an old story of an ecclesiastical dignitary who
 paused decorously in the course of an afternoon
 service to open a telegram, address "Dean
 Blackminster," and was only bewildered by the
 name of the first three horses in the Lincolnshire
 Handicap.

Who is the most versatile man in the world?
 We should judge that the American who
 recently applied to the United States Civil
 Service Commission for a post as draughtsman
 in the engineer service must come pretty near
 deserving the title. Here is his list of
 qualifications:—"Surveyor, draughtsman (topo-
 graphical, architectural, and engineering),
 writer for newspapers and magazines, bridge
 carpenter, house carpenter, boat-builder,
 blacksmith's helper, boilermaker's helper, farm
 hand, cook, hunted geese and ducks for
 market, photographer, limberman, lecturer,
 shoveller on railroad grades, dish-washer,
 shingler, teamster, cowboy, and cattle shipper
 solicitor, cleaned old bricks, wool-chopper
 worked in sawmills and factories, rafted
 logs, wrote advertising, &c., &c. Can command
 salary at more different kinds of labour, than
 any living man. Immune from malarial fever,
 mountain fever, lumpy fever or any other disease.
 Expert on matters relating to physical or mental

development. At present writing a series of
 articles for a New York magazine. Not afraid
 of heat or cold from exposure. Not afraid of
 wild animals, microbes, men, political parties,
 or work. Can swim any river in the United
 States. Expert with shot-gun, can also shoot
 rifle. Can endure fatigue and exposure. Can
 handle gangs of men."

A few mornings ago, writes a correspondent
 of the *Pioneer* (Allahabad), I met with a string of
 people, men and women, who appeared to be going
 on a pilgrimage or bound for a fair. On enquir-
 ing their destination I was told that they were
 repairing to a certain village where a most
 miraculous event had occurred. It appeared
 that in this village there resided an aged couple,
 much attached to each other, but who had gone
 through life with the misfortune of having had
 no children. They had done all in their power
 to appease the anger of the gods; and had
 accomplished long and arduous pilgrimages;
 bestowed freely of their wealth; sheltered the
 homeless and fed the poor; had fed even
 the ants and given food and water daily to the
 birds; but all to no avail. The gods remained
 obdurate and the old couple childless. About a
 week ago the husband died and his forlorn
 widow prayed earnestly that she might be freed
 from the shackles of the flesh and be permitted
 to join her husband in his celestial abode. Her
 prayer was granted. As she stood in the temple
 one day uttering her usual supplications, a
 tongue of flame shot out from her mouth and
 in an instant was she consumed. It was a case
 of *subite* by spontaneous combustion. And so
 quickly has the story spread that people are
 flocking in thousands to worship at the shrine
 where lies the ashes of the saintly widow.
 What a fortune must the temple guardians
 already have reaped!

The question why professional fees in Eng-
 land should be in guineas and not in sovereigns,
 says the *St. James' Gazette*, has been asked often,
 and no more satisfactory answer can be got than
 that it is a survival of the days when a coin of
 guineas was well known in these islands. A
 writer in the *Lady* has been looking into the
 history of the guinea. Sir Robert Holmes, one
 of the most picturesque figures in the annals of
 the Isle of Wight, was really responsible for it.
 Half-soldier, half-sailor, half-English, half-Irish,
 wholly loyal to the crown, the merry, stalwart,
 filibustering hero was equally popular with
 both the Charleses, and was made Governor
 of the island by Charles II. Sir Robert it
 was who, in 1666, captured a golden prize in
 Schelling Bay, that consisted of bullion
 and gold-dust from Cape Coast Castle, in
 Guinea. This rich prize was coined into gold
 pieces, stamped with an elephant, and to com-
 memorate the capture these pieces of money
 were called guineas. Sir Robert seems to have
 had plenty of these golden coins. At Yarmouth,
 Isle of Wight, so long the site of the Governor's
 house, shrimpers and lobster-catchers still look
 out for the stray gold-piece he was wont to
 scatter or that may have been lost or hidden in
 the smuggling raids so common in his day.
 The guinea is not nearly so antique as many
 of the coins now in circulation. The simple,
 respectable sovereign is more than a century
 older, and dates from the time of Henry VII.
 The guinea displaced it, but sovereigns were
 re-coined in the early part of the last century,
 and soon after that they completely ousted the
 guinea piece.

IMPURE DRINKING WATER

is always a source of danger; dysentery and
 bowel troubles follow its use, every person
 should have handy a bottle of Painkiller (Pain
 Killer), which will quickly cure these distress-
 ing ailments. Be careful and see that the
 storekeeper does not pass off some worthless
 substitute upon you as is sometimes done for
 the sake of a few cents extra profit. [293-19]

MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK," NAGASAKI.
 A.I., A.E.C., Scotland, and Engineering Code
 Used.

DOCK No. 1 (at TATEGAMI).
 Extreme Length... 523 feet.
 Length on Blocks... 513 "
 Width of Entrance on Top... 89 "
 Width of Entrance on Bottom... 77 "
 Water on Blocks at Spring Tide... 264 "

DOCK No. 2 (at MUKAJIMA).
 Extreme Length... 371 feet.
 Length on Blocks... 360 "
 Width of Entrance on Top... 66 "
 Width of Entrance on Bottom... 53 "
 Water on Blocks at Spring Tide... 22 "
PATENT SLIP (at KOUGE).
 Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
 LATEST IMPROVEMENTS and can
 execute any kind of work in SHIPBUILD-
 ING and MARINE ENGINEERING as well
 as in REPAIRING OF SHIPS.
 The COMPANY has a SALVAGE
 STEAMER, 715 TONS GROSS, FITTED
 with POWERFUL SALVAGE PLANT
 READY AT SHORT NOTICE. [1534]

OREGON LUMBER.

THE Undersigned, being closely connected
 with the leading MILLS at PORT-
 LAND and PUGET SOUND, are always pre-
 pared to book orders for any specifications at
 LOWEST RATES. **STUBBS & CO.**
 Hongkong, 14th February, 1901. [168]

PERSEVERANCE LODGE OF HONG-

KONG, No. 1,165, E.C.

A REGULAR LODGE will be held at the
FREEMASONS' HALL, on MON-
 DAY, the 16th MARCH, at 5 for 5.30 p.m.,
 precisely. Visiting Brothers are cordially
 invited to attend.
 Hongkong, 9th March, 1903. [779]

GENTLEMEN'S OUTFITTING.

SHIRTS & COLLARS. ARE PERFECT FITTING, BEING SCIENTIFI-
 CALLY CUT.

NECKWEAR. OUR PATTERNS ARE EXCLUSIVE IN THE EAST.

PYJAMAS. SILK AND WOOL PYJAMAS ARE A LUXURY.

BOOTS. ALL BOOTS ARE MADE OF ENGLISH LEATHER ON AMERICAN
 LASTS. A GUARANTEE OF WEAR AND STYLE.

HOSIERY & UNDERWEAR. THE BEST MAKES PROCURABLE. A
 RANGE OF SIX DIFFERENT SHADES.

OUR SUMMER STOCK WILL BE ABSOLUTELY THE FINEST IN THE
 FAR EAST.

W.M. POWELL, LD.,
 28 & 31, QUEEN'S ROAD, HONGKONG.

NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE,
GELATINE-DYNAMITE,
BLASTING GELATINE AND GELIGNITE,
DETONATORS, SAFETY FUSE,
AND ALL BLASTING ACCESSORIES.

MAGAZINES AND DEPOTS AT
HONGKONG, SHANGHAI, WEIHAIWEI.

AGENTS—
JARDINE, MATHESON & CO.

LAMBERT & BUTLER'S
FRONTIER MIXTURE.

A PIPE TOBACCO. FRAGRANT. COOL-SMOKING. UNRIVALLED.

This Tobacco is packed in round, air-tight tins, thus preserving in beautiful condition for
 an unlimited period its delicate fragrance, irrespective of all climates.

To be obtained of MESSRS. KRUSE & CO., in 1-lb. tins.

MADE BY— LAMBERT & BUTLER.
BRANCH
BRITISH-AMERICAN TOBACCO
COMPANY, LIMITED.

JAPAN COALS.

MITSUI BUSSAN KAISHA
MITSUI & CO.

HEAD OFFICE—43, SAKAMOTO-CHO, TOKYO.
 LONDON BRANCH—34, LIME STREET, E.C.
 HONGKONG BRANCH—PRINCE'S BUILDINGS, ICEHOUSE STREET

OTHER BRANCHES:
 New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
 Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka,
 Nagoya, Osaka, Kobe, Kure, Shimoda, Moji, Wakamatsu, Karatsu, Nagasaki,
 Kuchino, Sasebo, Maizuru, Miike, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" /A.B.C. and A 1 Codes/

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State
 Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail
 and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokkaido, Honshu, Kanagawa, Kishima, Mameda, Mannoura, Onoura, Otsuji,
 Sasahara, Tsubakura, Yoshimoto, Yoshio, Yanokibara, and other Coals.

N. INUZUKA, Manager, Hongkong.

J. & H. GWYNNE, LD., HAMMERSMITH
 IRON WORKS
 AND

81, CANNON TREET, LONDON, E.C.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong 2, midway between Hongkong and Kowloon 3, and those vessels berthed at the Kowloon Wharf 4, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

SECTIONS.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

ORIGIN	VESSEL'S NAME	FLAG & SIZE	REMARKS	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via Ports of Call.	VALETTA	Brit. str.	2 m.	W. B. Palmer, R.N.R.	P. & O. S. N. Co.	On 14th inst., at Noon.
LONDON	MACHON	Brit. str.	2 m.	B. H. W. Snow	BUTTERFIELD & SWIRE	On 17th inst.
LONDON & ANTWERP, via SINGAPORE, &c.	KINTUCK	Brit. str.	2 m.		P. & O. S. N. Co.	On 18th inst., at Noon.
LONDON via GENOA	PINGUEY	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 31st inst.
LONDON	JASON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 14th April.
LONDON	AGAMEMNON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 23rd April.
LIVERPOOL	NESTOR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 12th May.
LIVERPOOL via GENOA	DEUCALION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 21st inst.
MARSEILLES, LONDON & ANTWERP, via S'PORE, &c.	AWA MARU	Jap. str.	2 m.	N. Trent	NIPPON YUSEN KAISHA	On 23rd April.
MARSEILLES, LONDON & ANTWERP, via S'PORE, &c.	ERNEST SIMONS	Freu. str.	1c-w.	H. Petersen	MESSAGERIES MARITIMES	On 21st inst., at Daylight.
BREMEN, via Ports of Call.	KAMAKURA MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 24th inst., at 4 p.m.
HAYRE & HAMBURG	GLAUCUS	Ger. str.	2 m.	E. Burmeister	BUTTERFIELD & SWIRE	On 4th April, at Daylight.
HAYRE & HAMBURG	ANDALUSIA	Ger. str.	2 m.	Kirchner	MELCHERS & CO.	On 14th April.
HAYRE & HAMBURG	KONIGSBERG	Ger. str.	2 m.	Mayer	HAMBURG-AMERIKA LINIE	On 18th inst., at Noon.
HAYRE & HAMBURG	SAMBA	Ger. str.	2 m.	Schmidt	HAMBURG-AMERIKA LINIE	On 17th inst.
HAYRE & HAMBURG	SERBIA	Ger. str.	2 m.	Brehmer	HAMBURG-AMERIKA LINIE	On 23rd inst.
HAYRE & HAMBURG	SAXONIA	Ger. str.	2 m.	Jager	HAMBURG-AMERIKA LINIE	On 21st April.
TRIESTE, &c., via SINGAPORE, &c.	NIPPON	Aus. str.	2 m.	Klammerberger	HAMBURG-AMERIKA LINIE	On 23rd inst.
NEW YORK, via PORTS & SUEZ CANAL	AFRIDI	Brit. str.	2 m.	Neumann	DODWELL & CO. LD.	On 21st inst.
ODessa	MALAYA	Ger. str.	2 m.	Williams	MELCHERS & CO.	On 18th inst.
VANCOUVER, via SHANGHAI, &c.	ATHENIAN	Brit. str.	2 m.		CANADIAN PACIFIC R. CO.	On 18th inst.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	2 m.		CANADIAN PACIFIC R. CO.	On 1st April, at Noon.
VICTORIA (B.C.) & TACOMA via JAPAN	LYRA	Brit. str.	2 m.		DODWELL & CO. LIMITED	To-morrow.
VICTORIA (B.C.) & SEATTLE via NAGASAKI, &c.	ONPA	Brit. str.	2 m.	W. Thompson	BUTTERFIELD & SWIRE	On 23rd inst.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	SHIRAKA MARU	Jap. str.	2 m.	H. Christiansen	NIPPON YUSEN KAISHA	On 24th inst., at 4 p.m.
PORTLAND, OREGON	INDRAMA	Brit. str.	2 m.	B. P. Carter	NIPPON YUSEN KAISHA	On 7th April, at 4 p.m.
AUSTRALIAN PORTS.	KUMANO MARU	Jap. str.	2 m.	E. W. Haswell	PORTLAND & ASIATIC S.S. CO.	On 26th inst.
YOKOHAMA & KOBE	KONIGSBERG	Ger. str.	2 m.	Mayer	HAMBURG-AMERIKA LINIE	On 27th inst., at 4 p.m.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	SOCOTRA	Brit. str.	2 m.	C. J. Benton, R.N.R.	P. & O. S. N. Co.	On 27th inst., at 5 p.m.
MOJI, KOBE & YOKOHAMA	HIROSHIMA MARU	Jap. str.	2 m.	J. Nagao	NIPPON YUSEN KAISHA	On 27th inst., at Noon.
KOBE & YOKOHAMA	HITACHI MARU	Jap. str.	2 m.	J. Campbell	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
KOBE	IDZUMI MARU	Jap. str.	2 m.	M. Yagi	NIPPON YUSEN KAISHA	On 17th inst., at Noon.
KOBE	CHINGTU	Brit. str.	2 m.	J. B. MacMillan	BUTTERFIELD & SWIRE	On 20th inst.
KOBE & YOKOHAMA	WAKABA MARU	Jap. str.	2 m.	A. E. Moses	NIPPON YUSEN KAISHA	On 27th inst., at Daylight.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 25th inst., at Noon.
SHANGHAI & CHINKIANG	NANCHANG	Brit. str.	2 m.	Stehr	BUTTERFIELD & SWIRE	On 21st inst.
SHANGHAI, KOBE & YOKOHAMA	KOWLOON	Brit. str.	2 m.	Blane	MESSAGERIES MARITIMES	To-day, at 4 p.m.
SHANGHAI	WHARF	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On or about 12th inst.
SHANGHAI	CHUBAN	Brit. str.	2 m.	C. L. Daniel	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	SULLBERG	Ger. str.	2 m.	Meyer	HAMBURG-AMERIKA LINIE	About 14th inst.
SHANGHAI	KUKIANG	Jap. str.	2 m.	T. Ogata	BUTTERFIELD & SWIRE	On 15th inst., at Daylight.
TAMU, via SWATOW & AMOY	DAIJIN MARU	Jap. str.	1 m.	T. Saito	OSAKA SHOSSEN KAISHA	On 15th inst.
ANPING, via SWATOW & AMOY	MAIDZURU MARU	Jap. str.	1 m.	I. Goto	OSAKA SHOSSEN KAISHA	On 18th inst.
FOOCHOW, via SWATOW & AMOY	ANPING MARU	Jap. str.	1 m.		OSAKA SHOSSEN KAISHA	On 25th inst.
FOOCHOW	KWANGSE	Brit. str.	2 m.	G. Weigall	BUTTERFIELD & SWIRE	To-morrow.
MANILA	LOONGSANG	Brit. str.	2 m.	N. Tate	JARDINE, MATHESON & CO.	To-morrow, at 4 p.m.
MANILA	ROSETTA MARU	Jap. str.	2 m.	R. W. Almond	TOYO KISEN KAISHA	On 14th inst., at Noon.
MANILA DIRECT	RUBI	Brit. str.	2 m.	R. W. Almond	SHEWAN, TOMES & CO.	On 14th inst., at 10 a.m.
BOMBAY, via SINGAPORE & PENANG	ZARIFA	Brit. str.	2 m.	R. Rodger	SHEWAN, TOMES & CO.	On 20th inst., at Noon.
BOMBAY, via SINGAPORE & PENANG	ISORIA	Brit. str.	2 m.	Muzio	CARLOWITZ & CO.	To-day, at Noon.
SINGAPORE, COLOMBO & BOMBAY	BOMBAY MARU	Jap. str.	2 m.	T. Mural	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
SINGAPORE, COLOMBO & BOMBAY	NANKIN	Brit. str.	2 m.	G. M. Montford	P. & O. S. N. Co.	About 24th inst.
SINGAPORE, PENANG & CALCUTTA	ABERDEEN APCAR	Brit. str.	2 m.	E. Fey	DAVID SASSOON & CO., LD.	On 17th inst., at 3 p.m.

SHIPPING.

ARRIVALS.
Mar. 10, HOISANG, British str., 1,359, J. M. Hay, Hongkong 8th March, Coal.—JARDINE, MATHESON & CO.
Mar. 11, BYGON, Norwegian str., 771, Th. Carlsson, Wulu 4th March, Rice.—SANDER, WILHELM & CO.

Mar. 11, DAJIN MARU, Japanese str., 900, T. Ogata, Tamsui, Amoy and Swatow 10th March, General.—OSAKA SHOSSEN KAISHA.
Mar. 11, HITACHI MARU, Japanese str., 6,172, Singapore 6th March, General.—NIPPON YUSEN KAISHA.

Mar. 11, KOREA, Russian steamer, 3,330, W. Pavlov, Shanghai 7th March, General.—MELCHERS & CO.
Mar. 11, KWANGSE, Chinese str., 1,467, R. Lincoln, Shanghai 8th March, General.—CHINESE.
Mar. 11, PHA CHONG KLO, German str., 1,011, S. Reimann, Bangkok 4th March, Rice.—BUTTERFIELD & SWIRE.

CLEARANCES.

17 THE HARBOUR MASTER'S OFFICE, 11th March.
Byggo, Norwegian str., for Canton.
Kure, Swedish str., for Australia.
Kure, Swedish str., for Shanghai.
Kure, Swedish str., for Fookhow.
Kure, Swedish str., for Swatow.
Kure, Swedish str., for Canton.

DEPARTURES.

11th March.
ANPING MARU, Japanese str., for Coast Ports.
APREADE, German str., for Hallow.
CHANGSHA, British str., for Australia.
CHANGSHA, British str., for Shanghai.
DAPHNE, German str., for Swatow.
ECLIPSE, British str., for practice.
ECLIPSE, British str., for Australia.
EMPEROR OF JAPAN, British str., for Vancouver.
GERMANIA, German str., for Canton.
KARIN, Swedish str., for Canton.
KWONGSANG, British str., for Shanghai.
LOOSK, German str., for Bangkok.
MICHAEL JENSEN, German str., for Haiphong.
PHANTUNG, German str., for Fookhow.
SUNGKANG, British str., for Manila.
TAICHOW, German str., for Bangkok.
TALON, British str., for practice.
THALES, British str., for Swatow.
THEA, German str., for Canton.

VESSELS IN DOCK.

11th March.
AMBERN Docks.—Hongkong Maru.
Kowloon Docks.—Kianan, Compania de Filipinas, Sherman, Isla de Cuba, Paul Doumer, Lupa, Ibadan H.M., Taku, Cingtu, Zafiro, COSMOPOLITAN Dock.

VESSEL ON THE BERTH

FOR SHANGHAI, CHEMULPO, DALNY AND PORT ARTHUR.

THE Steamship
"SULLBERG."
Captain Meyer, will be despatched for the above ports on SUNDAY, the 15th March, at DAYLIGHT.
For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.
Hongkong, 27th February, 1903. [560]

THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.
FOR ODESSA.
"MALAYA."
Captain Neumann, will be ready to load on or about WEDNESDAY, the 18th inst.
For Freight or Passage, apply to MELCHERS & CO., Agents.
Hongkong, 11th March, 1903. [505]

NAVIGAZIONE GENERALE.

(Florio and Rabattino United Companies.)

STEAM FOR BOMBAY via SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGURIA and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALLAO.
(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA."
Captain Muzio, will be despatched as above TO-DAY, the 12th inst., at Noon.
At Bombay the Steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.
Hongkong, 10th March, 1903. [4]

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI AND CHINKIANG.
(Taking Cargo at through rates to TIENTSIN and HANKOW.)

THE Steamship

"KOWLOON."
Captain Stehr, will be despatched for the above ports TO-DAY, the 12th inst., at 4 p.m.
This Steamer has superior accommodation for First and Second Class Passengers.
For Freight or Passage, apply to SIEMSEN & CO., Agents.
Hongkong, 11th March, 1903. [809]

FOR YOKOHAMA AND KOBE.

THE N.D.L. Steamship

"KONIGSBERG."
Captain Meyer, will be despatched for the above ports TO-DAY, the 12th inst., at 5 p.m.
This Steamer has superior accommodation for First-class Passengers, and carries a Doctor.
For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.
Hongkong, 11th March, 1903. [813]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG."
Captain Weigall, will be despatched as above TO-MORROW, the 13th inst., at 4 p.m.
This Steamer has superior accommodation for First-class Passengers, and is fitted throughout with Electric Light.
For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.
Hongkong, 10th March, 1903. [792]

HONGKONG-MACAO LINE.

SS. "WING CHAI."

Captain T. Austin, R.N.R.
Daily Departure from Hongkong to Macao at 8 a.m., from Macao to Hongkong at 2 p.m., Sunday included.
1st Class fare (including cabin and servant), \$3; return ticket, \$5.
2nd Class, \$1.50; return ticket, \$2.50.
3rd Class, \$1.
Superior cabin accommodation.
Wharf in Hongkong opposite Central Market; at Macao, C. M. S. N. Company's Wharf.
The steamer will NOT RUN from 2nd to 6th MARCH, both days inclusive.
For Freight, &c., apply to SAM WANG & CO., LD., 81, Queen Road Central.
Hongkong, 25th February, 1903. [392]

NORTHERN PACIFIC STEAMSHIP CO. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Captain.	Tons.	Sailing Date.
LYRA	Williams	4,417	March 13th
VICTORIA	Panton	3,503	March 17th
TREMONT	Garlick	9,606	—

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & COMPANY, LIMITED, GENERAL AGENTS.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—5,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

R.M.S.	Tons	WEDNESDAY, 18th Mar.
"ATHENIAN"	3,882	18th Mar.
"EMPEROR OF CHINA"	6,000	WEDNESDAY, 1st April.
"EMPEROR OF INDIA"	6,000	WEDNESDAY, 22nd April.
"TAKATA"	4,425	WEDNESDAY, 6th May.
"EMPEROR OF JAPAN"	6,000	WEDNESDAY, 13th May.
"ATHENIAN"	3,882	WEDNESDAY, 27th May.
"EMPEROR OF CHINA"	6,000	WEDNESDAY, 3rd June.
"EMPEROR OF INDIA"	6,000	WEDNESDAY, 24th June.
"EMPEROR OF JAPAN"	6,000	WEDNESDAY, 15th July.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage to YOKOHAMA TO-MORROW, the 13th inst., at 4 p.m., and "ATHENIAN" 14 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embraces its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pedder Street.

6

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG via INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR PORTLAND, OREGON OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS. CAPTAIN. TO SAIL ON.

"INDRAMA" 4,899 R. P. Craven March 28, 1903

"INDRAVELLI" 4,899 W. G. Craven April 16, 1903

"INDRAPURA" 4,899 A. E. Hollingworth May 14, 1903

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 10th March, 1903.

[14]

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ANDALUSIA	(HAYRE and HAMBURG)	On 17th Mar. Freight.
BAMBERG	(Calling at Singapore and Colombo)	On 28th Mar. Freight.
KONIGSBERG	(HAYRE and HAMBURG)	On 7th April. Freight & Passengers.
SAMBA	(Calling at Singapore and Colombo)	On 21st April. Freight.
SERBIA	(HAYRE and HAMBURG)	On 5th May. Freight.
SAXONIA	(HAYRE and HAMBURG)	On 19th May. Freight.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

[3]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, and SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAMBURG	WEDNESDAY	18th March
PRINZ HEINRICH	WEDNESDAY	1st April
SACHSEN	WEDNESDAY	15th April
KLAUTSCHOW	WEDNESDAY	29th April
BAYERN	WEDNESDAY	13th May
ZIETEN	WEDNESDAY	27th May
STUTTGART	THURSDAY	11th June
ROON	THURSDAY	25th June
PREUSSEN	THURSDAY	9th July
HAMBURG	THURSDAY	23rd July
PRINZ HEINRICH	THURSDAY	6th August

* Steamers of the Hamburg-Amerika Linie. † Calling at Amsterdam.

ON WEDNESDAY, the 18th day of March, 1903, at Noon, the Steamship "HAMBURG" of the HAMBURG-AMERIKA LINIE, Captain E. Burmeister, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on MONDAY, the 16th March. Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 17th March, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 17th March. Consignments of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardsess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 9th March, 1903.

[5]

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.		DESTINATIONS.	SAILING DATES.
HITACHI MARU J. Campbell	KOBE and YOKOHAMA	FRIDAY, 13th Mar.	
IZUMI MARU M. Yagi	KOBE	TUESDAY, 17th Mar.	
HIROSHIMA MARU J. Nagao.	MOJI, KOBE and YOKOHAMA	at NOON. FRIDAY, 20th Mar.	
		at NOON.	
AWA MARU N. Trenet	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SWID.	SATURDAY, 21st Mar.	
BOMPAY MARU T. Murai	BOMBAY VIA SINGAPORE and COLOMBO	at DAYLIGHT. TUESDAY, 24th Mar.	
SHINANO MARU W. Thompson	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	at NOON. TUESDAY, 24th Mar.	
KAWATA MARU A. E. Moses	NAGASAKI, KOBE and YOKOHAMA	at 4 P.M.	
NAKASA MARU J. C. MacMillan		WEDNESDAY, 25th Mar.	
KUMANO MARU E. W. Haswell	KOBE and YOKOHAMA	at NOON. FRIDAY, 27th Mar.	
ORA MARU H. Christenson	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBAN	FRIDAY, 27th Mar.	
		at 4 P.M.	
	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 7th Apr.	
		at 4 P.M.	
AKAMAKURA MARU H. Peterson	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT	SATURDAY, 4th Apr.	
		at DAYLIGHT	

OCEAN STEAM SHIP CO., LD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"PINGSUEY"	On 12th March.
GLASGOW and LIVERPOOL	"OANPA"	On 21st March.
GLASGOW and LIVERPOOL	"MENEIAUS"	On 28th March.
GLASGOW and LIVERPOOL	"JASON"	On 3rd April.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 9th April.

FOR	STEAMERS	DATE
LONDON	"MACHAON"	On 17th March.
LONDON VIA GENOA	"KINTUCK"	On 14th April.
LONDON	"PINGSUEY"	On 21st April.
LONDON	"JASON"	On 28th April.
LONDON	"AGAMEMNON"	On 12th May.

LIVERPOOL BERTH.	STEAMERS	DATE
(Taking Cargo at London Rates)	"NESTOR"	On 21st March.
LIVERPOOL VIA GENOA	"DEUCALION"	On 23rd April.

CONTINENTAL BERTH.	STEAMERS	DATE
MARSEILLES, LONDON and ANTWERP	"GLAUCUS"	On 14th April.

TRANS-PACIFIC SERVICE.	STEAMERS	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, NAGASAKI, KOBE & YOKOHAMA.	"OANPA"	On 23rd March.

The S.S. "PINGSUEY" left Singapore on the 6th inst., at 5 p.m., and is due here on the 12th inst.

For Freight, apply to **BUTTERFIELD & SWIRE, AGENTS.** [10-12]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	DATE
FOOCHOW, SHANGHAI, SHANGHAI, KOBE, TIENTSIN.	"KWANGSE"	On 13th March.
	"WHAMPOA"	On 13th March.
	"KIUKIANG"	On 18th March.
	"CHINGTU"	On 20th March.
	"NANCHANG"	On 21st March.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE, AGENTS.** [11]

Hongkong, 11th March, 1903.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	H. W. Almond	Manila Direct.	On 14th Mar., at 10 A.M.
ZAFIRO	2540	R. Rodger	Manila Direct.	On 20th Mar., at Noon.
PEBLA	1980	J. McGinty		

For Freight or Passage, apply to **SHEWAN, TOMES & CO., GENERAL MANAGERS.** [17]

Hongkong, 12th March, 1903.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	DATE	REMARKS
LONDON, &c.	"VALETTA"	March 14th	See Special
	"W. B. Palmer, R.N.R."	March	Advertisement.
SHANGHAI	"CHUBAN"	March 14th	Freight or
	"C. L. Daniel"	March	Passage.
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	"FORMOSA"	March 18th	Freight only.
	"B. H. W. Snow"	March	
SINGAPORE, COLOMBO and BOMBAY	"NANKIN"	March 24th	Freight only.
	"G. M. Montford"	March	
YOKOHAMA, via SHANGHAI and KOBE	"SOCIOTA"	March 24th	Freight only.
	"C. J. Benton, R.N.R."	March	

(Passing through the Inland Sea)

PASSENGER SEASON 1903.

For MARSEILLES, PLYMOUTH, and LONDON Direct, 6,084 Tons, 28th March

Without Transshipment

For further Particulars, apply to **E. A. HEWETT, Superintendent.** [1]

Hongkong, 11th March, 1903.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	DATE
TAMSUI, via SWATOW	"DAIJIN MARU"	SUNDAY, 15th March.
TAMSUI, via SWATOW	"DAIGI MARU"	SUNDAY, 22nd March.
TAMSUI, via SWATOW	"T. W. GUYTON"	March.
ANFUNG, via SWATOW	"MAIDZURU MARU"	WEDNESDAY, 18th March.
FOOCHOW, via SWATOW	"T. SAIRO"	WEDNESDAY, 25th March.
AND AMOY	"ANFUNG MARU"	March.
	"L. GOTO"	March.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese flag, and are registered under the Government Marine Surveyors, and are registered under the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central, Hongkong, 10th March, 1903.

T. ARIMA, Manager

TOYO KISEN KAISHA MANILA LINE.



REGULAR SERVICE. BETWEEN HONGKONG AND MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewards carried.

Steamship	Captain	Tons	Sailing Date.
ROSETTA MARU	N. Tate	3876	Saturday, 14th March, at Noon.
ROHILLA MARU	E. P. Bishop	3869	Wednesday, 18th March, at Noon.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 9th March, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"SYDNEY."

Captain Blenc, will be despatched for the above ports on or about THURSDAY, the 12th inst.

For Freight or Passage, apply to **G. DE CHAMPEAUX, Agent.** [2]

Hongkong, 6th March, 1903.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"VALETTA."

Captain W. B. Palmer, R.N.R. carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 14th March, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to **E. A. HEWETT, Superintendent.** [1]

Hongkong, 3rd March, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1903.

"AFRIDI" About 15th April.

"RICHMOND CASTLE" 30th April.

"SAGAMI" 15th May.

For Freight and further information, apply to **DODWELL & CO., LD., Agents.** [3494]

Hongkong, 7th March, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT). Calling at SINGAPORE, PENANG, RANGOON, CALCUTTA, COLOMBO, ADEEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRAZIL, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"NIPPON"

Captain Klausberger, will be despatched as above on SATURDAY, the 21st March.

For information as to Passage and Freight, apply to **SANDER, WIELER & CO., Agents.** [3]

Hongkong, 26th February, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEEN, EGYPT, MEDITERRANEAN PORTS, LONDON, HAVRE, BORDEAUX, ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 24th March, 1903, at 8 a.m., the Company's Steamship "ERNEST SIMONS" will leave this Port for MARSEILLES, via BOMBAY.

This Steamer connects with the vessel takes on her Passengers and Mails, leaving that port on the 4th April, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 23rd March. Specie and Parcels received until 4 p.m. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office. **G. DE CHAMPEAUX, Agent.** [2]

Hongkong, 12th March, 1903.

NOW READY.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JANUARY to JUNE, 1902. With Index. Price \$1.50. On sale at the Hongkong Daily Press Office, Hongkong, 25th July, 1902.

AVERAGE MARKET PRICES.

February 12th, 1903.

The Prices are given in Dollar Cents. A catty is 14 lbs., 1 picul 133 1/2 lbs.

BATAVIA MEAT.

Meat: Beef, Pork, Mutton, Lamb, Veal, Chicken, Turkey, Duck, Goose, Fish, Shellfish, etc.

Meat: Beef, Pork, Mutton, Lamb, Veal, Chicken, Turkey, Duck, Goose, Fish, Shellfish, etc.

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